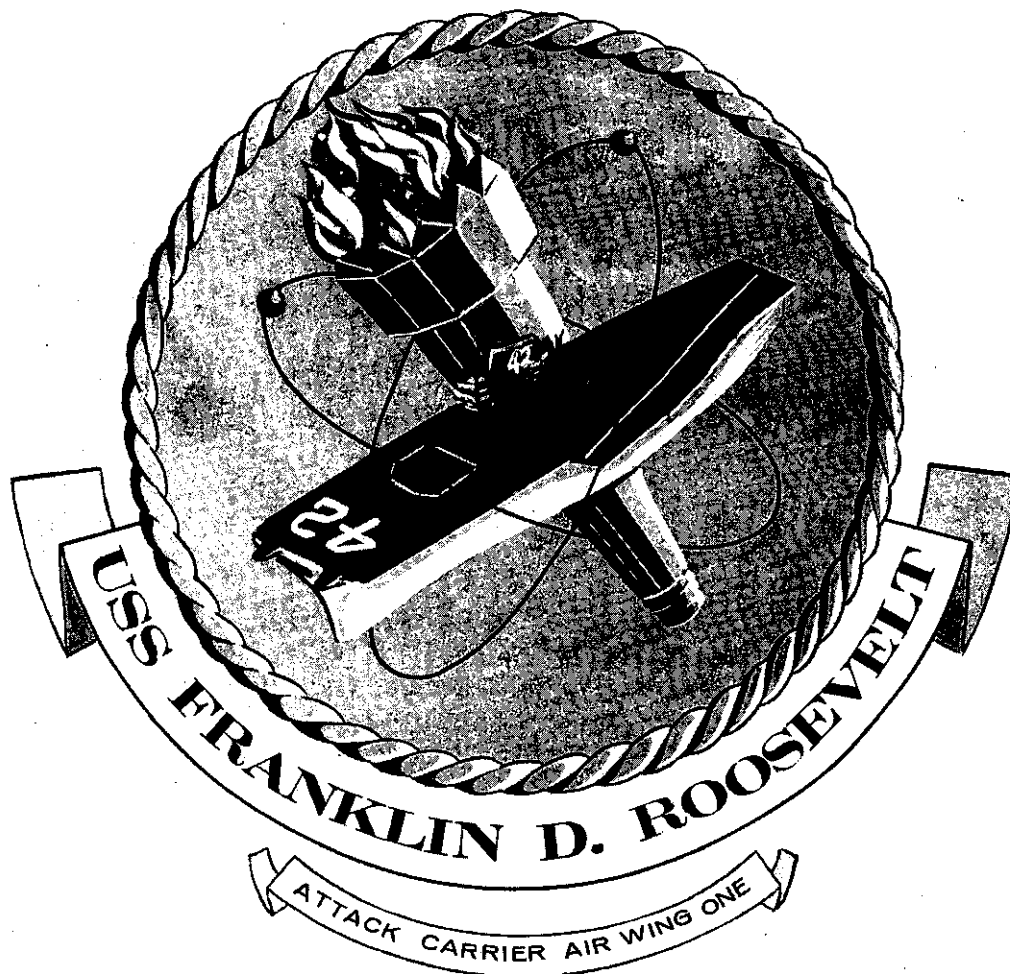


~~CONFIDENTIAL~~

UNCLASSIFIED

# USS FRANKLIN D. ROOSEVELT (CVA-42)



## CRUISE REPORT

21 JUNE 1966 - 21 FEBRUARY 1967

Downgraded at 3 Year Intervals  
Declassified After 12 Years

UNCLASSIFIED

DOD DIR 5200.10

~~CONFIDENTIAL~~

USS FRANKLIN D. ROOSEVELT (CVA-42)  
FPO NEW YORK 09501

Code 011/3120  
Ser: 065  
28 April 1967

CONFIDENTIAL (Declassified upon removal of Enclosure (1))

From: Commanding Officer, USS FRANKLIN D. ROOSEVELT (CVA-42)  
To: Commander Naval Air Force, U. S. Pacific Fleet  
Commander Naval Air Force, U. S. Atlantic Fleet

Subj: Deployment Report

Encl: (1) USS FRANKLIN D. ROOSEVELT Cruise Report

1. Enclosure (1) is submitted as a report of the USS FRANKLIN D. ROOSEVELT deployment, with Air Wing ONE embarked, during the period 21 June 1966 to 21 February 1967. This report is not comprehensive but is primarily intended to focus attention on particular items of interest and concern to Atlantic Fleet CVA's in preparation for future operational deployments to the Western Pacific.

2. Supplementary information of a higher classification has been submitted separately for the embarked Air Wing and Air Intelligence.

  
M. G. O'NEILL

GROUP - 4  
DOWNGRADED AT 3-YEAR INTERVALS;  
DECLASSIFIED AFTER 12-YEARS

CONFIDENTIAL

CONFIDENTIAL

October 1966

1-2

SPECOPS YANKEE STATION  
\*Propeller damage necessitated return to Yokosuka, Japan

3-6

ENROUTE YOKOSUKA, JAPAN

7-15

INPORT YOKOSUKA, JAPAN

\* Drydock for repairs

16-19

ENROUTE YANKEE STATION

20-OCT - 12 NOV

SPECOPS YANKEE STATION

November 1966

13-14

ENROUTE SUBIC BAY, P.I.

15-21

INPORT SUBIC BAY, P.I.

22-23

ENROUTE YANKEE STATION

24-NOV - 27 DEC

SPECOPS YANKEE STATION

December 1966

28-30

ENROUTE SUBIC BAY, P.I.

31 DEC - 7 JAN 67

INPORT SUBIC BAY, P.I.

January 1967

8-9

ENROUTE HONG KONG

10-14

INPORT HONG KONG

15-?

ENROUTE SUBIC BAY, P.I.

?-?

INPORT SUBIC BAY, P.I.

?-3 FEB

TRANSIT TO CONUS  
(Via Cape Town)

31

CHOP COMSECONDFLT

**CONFIDENTIAL**

**February 1967**

**4-6**

**7-21**

**?**

**21**

**INPORT CAPE TOWN**

**TRANSIT TO CONUS**

**REFUEL FROM USS  
NEOSHO**

**ARRIVED N.S. MAYPORT,  
FLA.**

**CONFIDENTIAL**

CONFIDENTIAL

reliable.

1. Naval Station, Subic Bay, Republic of the Philippines. Routine entry and departure. Pilotage was excellent.

2. Naval Station, Yokosuka, Japan. Routine entry and departure. Pilotage was excellent.

3. Hong Kong, B. C. C. Passage was made through East Lamma Channel to an anchorage 327/1600 yards from Green Island Light. Many day beacons shown on the approach chart as being atop mountain peaks were not visible, however, enough other visual navigation aids are available to carry an accurate visual plot. An aid to be used as a head bearing for the approach to the anchorage given above was not available. A right tangent on Kau I Chau Island was used as a drop bearing. Pilots were not utilized.

4. Rio de Janeiro, Brazil. Routine entry and departure. The ship was assigned an anchorage bearing 094 from Isla Fiscal in mid channel in Guanabara Bay. A head bearing was not available. A clock tower on Fiscal Island was used for the drop bearing. The pilot was not picked up early enough to be of any real assistance.

5. Cape Town, Republic of South Africa. The ship moored starboard side to in Duncan Dock. The approach to Duncan Dock is deep and clear imposing no limitations on the size of ship bound for the dock. Numerous lights and charted objects are available during the approach and entrance to facilitate piloting and determining position by visual bearings. The pilot boarded by COD aircraft the day prior to the ship's arrival. Three tugs were used in working the ship on entry and departure. Tug control was primarily by walkie-talkie radio with the ship's radio used as a back up. In view of the large overhang on the ship and the tail mast forward on the tugs, the tugs were very cautious and deliberate in working the ship. In view of the reluctance of the tugs to work alongside the ship while entering and departing the dock, it is recommended that CVA's not attempt to enter or depart Duncan Dock with winds in excess of fifteen knots. See CINCLANTFLT Port Briefing Pamphlet on Cape Town, Republic of South Africa for more detailed information covering navigational information.

#### IV. UNREPS

1. UNREPS were scheduled on almost a daily basis while on Yankee Station and occasionally, two UNREPS a day were scheduled.

Enclosure (1)  
CONFIDENTIAL